



THE OPEN BONNET

*A monthly publication of the Foothills British Car Club
of South Carolina*



AUGUST 9 MEETING SILVER BAY SEAFOOD

**Scary Car Stories by
Peter Robinson**

- ⇒ **Dinner 5:30pm (optional)**
 - ⇒ **Club Meeting 6:30pm**
- 916 North E. Main St.
Simpsonville, SC 29681**

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President's Message

By Charlie Blakely



Hot as a manifold? Hot as a piston? Hot as an exhaust pipe? Any other comparisons we should make to the recent weather? Despite the oppressive weather, we've had some drives (thanks, Jud, and Al & Laura and any others who I may have missed) we went to a Greenville Drive baseball game, and we toured the Yesterday's Ride Car Museum in

Williamston. No summer vacations for us! And we had a well-attended meeting at Silver Bay Seafood in Simpsonville in July. We hope to have another good meeting on August 9, again at Silver Bay Seafood.



Also, we have a date for our **Christmas party: Tuesday, Dec. 13**. Put that date on or in your calendars now. Our Christmas party is always a great event. New officers will be installed that evening. Speaking of new officers, we always need people willing to volunteer their time as officers or board members to keep our great club going. If you are asked, please consider serving the club in that way. Nancy and I are planning to host friends in a few days and I think they are looking forward to seeing our cars as much as they are to seeing us. That's the appeal these beautiful cars have. But I look forward first and foremost to seeing you at some FBCC event in the near future!



Welcome New Members

Timothy & Terri DeLisle

Simpsonville, SC 29681

1975 MGB v8, 1980 MGB LE, 1980 Rover SD1, 2000 Range Rover HSE, 2000 Jaguar XJR, 1994 Jaguar XJS, 1984 Lotus Esprit, 1988 Lotus Esprit, 1990 Sterling SLi, 1991 Sterling SL

H. David Leigh

Pendleton, SC 29670

1976 MG Midget

Mark & Louise Zimmerman

Flint, MI 48532

1953 MG TD MkII, 1955 MG TF 1500, 1996 MGF

On The Cover

Yes, the FBCC made it on the Fluor Field Jumbotron. Only had 4 or 5 photo bombers too. The game was a tough one for the players at 92 degrees, but we were in the shade and the late innings rally and fireworks were outstanding ways to end the night. Our thanks to Charlie and Nancy Blakely.

August 20 Open Garage: Tony Bradley Explains - How to Maintain Your Car's Finish

Mark your calendar for a great program at Jack's Place on August 20th at 9am. Tony Bradley, a relatively new member of our club has had extensive experience in paint and body work and has agreed to share his knowledge and do a demonstration for us. Tony will bring all the tools and supplies with him so that everyone can actually see examples. Those attending will walk away with a good understanding of the do's and don'ts of improving and maintaining your car's finish. He will cover the following:



- Polishing
- Types of polishers
- Rotary and Orbital
- Wool pads
- Foam pads
- Open and closed cell. What's the difference?
- Paint correction
- Orange peel removal
- Sandpapers, wet and dry
- Grit examples
- Hand sanding
- Machine sanding
- Transition foam pad
- Burn through and edges
- Compounds
- Heavy
- Medium
- Swirl remover
- Polishes
- Waxes

After the discussions, Tony will actually show how this is done using one of our member's cars.

If you think your car is a good candidate, let Tom Buto know by calling or texting him at 864-915-0964

Charlie Blakely takes the FBCC on a Visit to Yesterday's Ride

Our president, Charlie Blakely, arranged an FBCC drive on July 25 to Yesterday's Ride which is a car museum in Williamston owned by his friend Jim Simpson. They met at the Fiesta Mexican



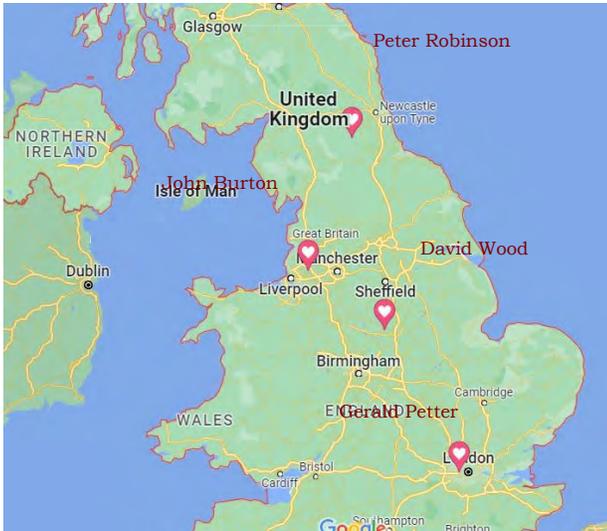
Restaurant for lunch, and then visited the museum. Jim gave the members a personal tour that was a very pleasant surprise. Thank you, Charlie, for providing such a fun and memorable experience.



Our UK Members: A Special Report About Our “True” Brits

Part 2

By David Benson



Four of our FBCC members started out in the UK as True Brits!

David Wood resides in North Carolina and is also a member of BCCWNC. He has chaired the Autumn in the Mountain event for the past two years which is a fantastic show. He writes;



“I’m from Derby, in the middle of the country. Grew up on the very south side of the city, an easy bicycle ride to the Donington Park Race Circuit when it was still an abandoned track.

Derby is the home of Rolls Royce, the aircraft engine maker, not the cars. It is also a big center for building railway carriages and full trains, plus the development site for railway engines including the

HST (other Brits will know that).

I left an "all boys" grammar school at 17 with a job already lined up in the graphics/design studio of a huge printing company, and never looked back. I moved to Manchester in 1971 to run the production studio of a large ad agency and was deeply involved with the transition from doing everything by hand through to digital typesetting and computer-based design software. This brought me to California and Los Angeles in 1990 on a vacation and a visit to a client, who subsequently offered me a job and a visa sponsorship, which took a year to process. So, after 31 years here in technology and healthcare marketing and communications, and I fully retired in July. It’s been a wild ride and here I am, living in the middle of the twisty mountain roads and chairman of a big British car show!

A fun note: from 24 to 41 years old I never actually owned a daily driver. A “company car” was a big perk in those days. And sometimes you could choose :) Mine were:

Mk2 Ford Cortina GT, Lotus Cortina (this was stolen), Mini, MGB GT, Ford XR3i, VW Golf GTi, Saab 900, Citroen BX Turbo Diesel, a Renault Fuego, and an Audi 100 Avant.”

Peter Robinson is not a familiar face to many club members as he resides in Covington, GA which makes it a little difficult to drop into many meetings or events. He frequently contributes to Google group discussions though, and was a steady presence when our meetings were on Zoom. He composed these recollections;



“Life for me began in Northern England (Weardale, County Durham) in a small lead and fluorspar mining village with a population of around 250 -in the 1950s. My first vivid encounter with locomotion was in fact with an external combustion machine. Our next-door neighbor (we lived in a terraced -or row house) was the driver of the local County Council steam roller, and he would park the roller on the street to stop for lunch at home. As a preschooler the noises and smells expelling from the monster

were intoxicating -in both senses of the word! At that time my Postmaster grandfather owned an Austin Baby Seven, which initiated my joy rides on Sunday afternoons when the ride was more exciting than the destination. My family on my mother's side were all farmers, so I was driving a 1953 Fordson Major on the farm before becoming a teenager and baling hay with a Series 1 Land Rover under the cover of the sun.

My teenage years were split between motorbikes and school education. In the 1950s and 60s there was a surplus of British motorcycles as people graduated to cars and so we young kids spent our spare time riding and fixing BSA, Matchless, AJS and Triumph bikes -all off road of course. This environment pushed me towards an engineering path, both at High School -and subsequently University.



So, leaving home from a small village to a big city at the age of 18 was quite frightening. I was embarking upon an apprenticeship and mechanical engineering license with Michelin and a subsequent career with Michelin for 40 years. Sticking with cars, my first purchase was a Mark 1 Ford Escort, and then I got into the rallying scene at Manchester University and rallied a Mark 1 Lotus Cortina. Work took me to Dundee, Scotland and then Bamberg, Germany when I had a trusty Triumph TR4A which covered thousands of miles in Europe.

My professional level as an "ingénieur/cadre" began in France in 1978 and I lived in France for 6 years followed by 8 years in Northern Ireland and then 2 years in Brazil before arriving in the USA in late 1992. Regarding cars there of course are subtleties between the UK and France etc., I always appreciated the sprung comfort of French cars

compared to the sporty ride of British cars. In fact, I owned a number of French cars -my favorite being a Peugeot 505 GTI.

With a few exceptions I have not become a fanatic of American cars, probably due to the need for design for long distance travel, so cars are designed to go quietly and comfortably in a straight line without having to (manually) shift gears! Having said that, I have owned a 1967 289 Ford Mustang Coupe for 20 years ...and enjoy driving it in a straight line! Certainly, the scales of size of the two countries have established different needs, and, as I said earlier in the UK the short drive is often more exciting than the destination, as opposed to "are we there yet?" Of course, the other observation is that we Brits grew up with our grand array of sexy cars of the 50s and 60s and we understand the roots and quirks, from Triumphs to MGs to Minis to Land Rovers et al. I conclude this condensed account of my international car journey and having excluded dozens of cherished vehicles that have passed through my hands since childhood, while hanging on to the 8 that I currently cherish!"



Correction Note: This product does work on both positive and negative earth (ground) vehicles.

Member Monthly Series: What have You Been Working On?

TR3A Upgrades: Part 2

By Scott McCombe

So that prop shaft was certainly out of balance. Carolina Driveline found that two weights were needed diametrically opposite each other at the ends of the long shaft to balance the prop shaft.



Now that gear shift rattling is very likely to be a thing of the past.

When Karen returned from grocery shopping, she



wondered what that big round metal thing was in our freezer and why a funny looking gear thingy was in the oven baking at 450! Guilty as charged. As long as the tranni is out for the overdrive upgrade, seemed logical to replace the flywheel ring gear. It's a shrink fit and shrinking one and expanding the other is the only way they go together.

Had to spray the house 4 times with Febreze air freshener. Moved the cot to the garage.

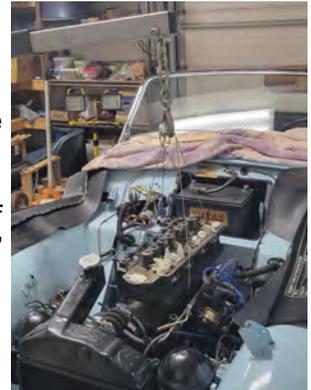
Flywheel and the pressure plate were balanced by Durham Auto Machine Shop in Six Mile, SC out past Pickens. What a great auto machine shop!

In order to replace the cooling fan AND pull the head to replace that rubber freeze plug, the bonnet and front apron (that's the cowling with the headlights) have to be removed. Bob and Roy helped with that process and installed the yellow fan. Then I stepped in and broke the fan (\$50). Oops, caught it on the

bottom of the radiator as I turned it over by hand and snapped a blade. Oooops, TRF says to install it backwards. It's only money... Should I give up and re-install the original fan or drop another \$50?



To replace the core plug, freeze plug, expansion plug (whatever you call it), pulling the head seemed to make the most sense. If you've heard Eddie Saunders' story about Raylene helping with lifting off the Jag head, "I'm out o' gas!" you'll understand why asking Karen for help was out of the question. I was on my own. An engine hoist and a very fine cable allowed it to be a one-person job. Easy off.



Did you know Permatex sells a core plug sealer. Looks like advanced thread locker to me. Hopefully I dimpled (flattened) the convex shape enough to "fuse" it to the head. See picture.



To Be Continued

Links of the Month

(send the editor your favorites)

From Gene Holtzclaw

14,546 mile drive in an MGB! I hope everyone else enjoys this as much as did. Sounds like an awesome adventure for us "petrolheads".

<https://www.hemmings.com/stories/2022/04/26/1973-mgb-road-trip-old-bmc-dealers-service-shops-chad-cansler>

From Scott McCombe

I'm an old machinery nerd. If you are too, check out YouTube channel "Yesterdays Machinery"

<https://www.youtube.com/watch?v=QjoPZIUB8pA>

FBCC Meeting Minutes

July 12, 2022

By Nigel Brooks

Minutes of Monthly Meeting, 12 July 2022

Attendees: 51 were counted present.

(Last names only): Atkinson (2), Barefield, Blakely (2), Burton, Bower, Jackson, Klug, Pitts (2), Saunders, Scharwachter(2), Telman, Brooks (2), Chapin, Cox (2), De Jong, Looper (4), Jones, Mitchell (2), Benson, Blair (2), Converse (2), Drum, Elder (2), Fallon (2), Di Mauro (2) , Jakubek (2), McCombe (2), Moore, Novak, Petter, Sholl, Delisle, Dawley.

Location: Silver Bay Restaurant, Simpsonville SC.

LBC's Present: Red TR6, Red Jaguar, Black MGA, Green MGB GT, Blue Mini, Green Jaguar, Black Jaguar. Winner this month is the Jaguar.

Opening Statement: Charlie opened the meeting at 6:30.

VP Statement:

Guest and new members present were: Bill Bower, Ken Klug, Jones, Tim Delisle.

Mike Barefield has plenty of FBCC grill badges for sale.

Charlie indicated that program ideas are needed and welcome, so members are encouraged to submit ideas to Charlie or any board member.

July 22 will be the FBCC Greenville Drive baseball game outing. We have about 22 members signed up so far.

There will be an outing to the "Yesterday's Drives" museum in Williamston on Monday, July 25. Meet about noon for lunch at a TBD place, with the tour at about 1 PM.

The president's overnigher will be Sept 10/11 in Little Switzerland, NC, staying at the Switzerland Inn.

The VP annual picnic will be Saturday, October 1, at Mark Dawley's house in Pickens. An announcement will be forthcoming on time, directions, food menu, etc..

Treasurers Report: The club has a nice buffer in the account. ;-)

Garage Activity: Roy will present a program on BLC cooling systems on Saturday, July 16.

Drives: Jud handed out the Green River Hill climb certificates. Jud will have several drives in the coming days and weeks so keep an eye out for e-mail announcements.

Program: Bill Leverette, Director of the Automotive Technologies Division, Tri-County Tech, presented a program on what his university is doing to train the automobile technicians to cope with the cars of the future with all the electronics and the increase in EV's.

Most students don't know which end of a screw driver to hold, so it is a challenging endeavor for a teacher.

We have about 12/15 students currently, with an 18 month/2year curriculum.

Most students are subsidized with financial aid.

We supply all the tools and diagnostic equipment for the program.

We are not affiliated with any particular automobile manufacturer, so we do not get the hefty subsidies that other schools get, like Greenville Tech.

We just recently expanded the facility, so that our program could expand enrollment.

There is such a high demand for automobile technicians that all but one of our recent graduates landed a job.

Since we don't specialize in one particular manufacturer, most of our graduates will go to special schools for the employers they go with, such as Toyota or GM.

With the new EV's, we will probably start to develop programs around that technology, however, today's cars are rolling computers, so there is a big emphasis on electronic technology in our program and for that matter in all Tech schools nationwide.

50/50 Drawing: Sebastian Di Mauro won \$65.

Closing Remarks: Charlie adjourned the meeting.

Annual President's Overnighter - Planned for September 8th & 9th

By Charlie Blakely

The President's Overnighter will take place Sept. 8 & 9 at the **Switzerland Inn** in Little Switzerland, N.C. The resort is adjacent to a stretch of road called the Diamondback Motorcycle and Sportscar Route. Tom Buto will be planning a drive. Many of you may remember this visit during his drive in 2020.



You may call 828-385-4500 to make your reservation. Rates are \$209 (plus 13% occupancy tax) for a non-mountain view room, \$239 (plus tax) for a mountain view room, and upwards for suites, etc. Let the resort know you are with the FBCC. Reservations will be accepted until August 8.



*A few FBCC members enjoying the view from
Little Switzerland in 2020*

Almost made It!!

By Jud Chapin

What a beautiful day for a drive. Peter showed up in his TD and AI showed up in his Z3. My TD was prepped and ready to roll. We departed the BB at 8:30 and headed toward Tryon. After getting on 176 we turned right and took Hunting Country Road to just outside of Columbus. What a wonderful, relaxing drive. Cool temps, sweeping curves, beautiful scenery and very little traffic.

In Columbus we once again had breakfast at Southern Manners and it was just as good as the first time – delicious. Postprandial Peter and I said goodbye to AI and headed down 108 toward home. Both TDs were humming and it looked like we'd be at the BB before the summer heat really set in. Ahh! But not to be.

Just about three miles from the BB on 14 I noticed a slight hesitancy in the old XPAG and about that time Peter called on the radio to ask what my temperature reading was. I watch the temp regularly but am always looking for overheating. This time when I looked the reading was about 70°C (it usually runs at 90+°C). More importantly, the temp gauge was dropping as I watched. Somewhere back in my lizard brain I remembered that if one lost all of one's coolant the gauge would not go up but would drop precipitously.

Pull off the road (thankfully a nice wide shoulder), shut it down and pop the bonnet to see WTF. Nothing obvious. I had about a quart of water in the boot so after checking that the cap was not too hot, I opened the radiator and poured the water in. The water stayed in the block for maybe 2 seconds and then all drained out through the front side core plug. Time for Peter to the rescue.



Peter heads out in his TD and comes back with his truck and trailer. Load up my TD and it's back to the BB. The motor seems to run fine and there is a replacement core plug in the mail. I expect to be back on the road by next week.

Dang!!! We almost made it.

Keeping Them On The Road - Part 2

By Jud Chapin

Our club, FBCC of SC, has new members, Tom and Lynn.

Lynn is 82 and Tom is 84. They both act like they are 30. Lynn's dad bought TD 10066 back in the late 70's. Due to personal reasons Tom and Lynn parked the car in their barn about four years ago ("Ran when parked). Last week club members Peter, David and I pushed the car out of the barn but it would not run. No fuel pump action. Peter took the pump apart, cleaned the points and, VAROOM!!, it started right up and runs great. Sadly, this exposed a slight problem - almost no brakes.



We trailered the car to Peter's shop and attacked the brakes. The wheel cylinders were beyond hope so they were all replaced. The drums and shoes look like new so nothing to do there. Peter rebuilt the master cylinder, and we now have a good hard brake pedal.

Peter did an adjustment to the driver side door latch and we did a few other cosmetic things and declared the car road-ready

This morning Peter drove TD 10066 up the 7% Saluda Grade to the Green River BBQ (about 40 miles) and it performed superbly. I followed in my TD. After eating we headed back down the 7% Grade and the brakes worked very well.

We have just a few more items to straighten out but TD 10066 is ready to go home to Tom and Lynn so they can join us on drives through the beautiful southern Blue Ridge Mountains. Life is good.

St. Swithin's Day Drive - A Fantastic Joint SBMOC & FBCC Drive

By Al Converse

A Joint breakfast drive was held to celebrate St. Swithin's Day, July 15. This was a 45 minute run starting at 9:00 am from FBCC member Jud Chapin's Brown Building, around Lake Lanier, through Tryon Hunting Country and ending at Southern Manners on Mills St, Columbus, NC for breakfast just before 10:00 am. There were 20 cars and 32 people in attendance.



If you're not in the know about St. Swithin's Day (July 15), is a day on

which, according to folklore in England, the weather for a subsequent period is dictated. In popular belief, if it rains on St. Swithin's Day, it will rain for 40 days, but if it is fair, 40 days of fair weather will follow. St. Swithin was bishop of Winchester from 852 to 862.

At his request he was buried in the churchyard, where rain and the steps of passersby might fall on his grave. According to legend, after his body was moved inside the cathedral on July 15, 971, a great storm ensued. The first textual evidence for the weather prophecy appears to have come from a 13th- or 14th-century entry in a manuscript at Emmanuel College, Cambridge.



LBC Disease Strikes Townville!

By Wayne Telman

In addition to a 1957 TR3 being restored at FLAW, I am building a TR3 trailer to “match” the TR3. The intent is for the trailer is to provide extra storage for parts, tools, and clothing as we travel. I wanted something unique and “one of a kind.”

It all began one day when I noticed how similar the TR3 front apron radius and the rear fender front radius were in nature. Could not get it out of my mind. I had and still have many spare parts lying about. Then, I started sketching up what might be. Soon, the old **LBC disease** grabbed hold of me and off I went!

First things first. What kind of framework / platform would serve my purpose? After much research, it came down to something that would be cu\$tom. Yes, cu\$tom means money! Nothing out there that would fit my needs. Then, good old Harbor Freight and their bolt together trailer caught my eye. Not perfect, but serviceable and it comes with a manufacturer’s title meaning that I could get an SC title. Which can, in turn, lead to a license plate for out-of-state travel.



Given that the TR3 has chrome, sixty spoke wire wheels, nothing else would do for the trailer. Okay, now we are talking cu\$tom mechanical interfaces between the original trailer axle and the splined wire wheel hubs. Dimensioning had to be within the constraints of the TR3 body panels. Of course, the trailer frame width was too great to accept the body dimensions. Oh yes, more cu\$tom work that was clearly beyond my capabilities. Enter John Sharpe and American Tooling.

John’s company, American Tooling, is “just down the road” from our house. John offers an FBCC discount. John’s personnel have the skills to get the job done. I took all my “stuff” and ideas to John and basically said, “Here’s what I am doing and what I need you to do for me.” More Sharpe magic as shown below.



But now what? Well, it is time to get an idea of how the body panels will fit up. We’ve this old, tin worm infested, rear body section that can be used to mockup the fit for the real parts. Okay, but first we need measurements to ensure that the appearance is in accord with the actual TR3 tire to fender relationship. Who do I know that has a TR3? Aha! Off to Paris Mountain to get measurements. Thanks for the coffee and cookies Karen and Scott!



Now that we have measurements, the mockup can take place. It may be ugly, but it shows feasibility and functionality. Holy cow, this might actually work!



Many thanks to John Sharpe, Bo, Joe, and Clark. It is a bunch that is just as crazy as I am!

So far, so good! Now the intervening months of, I hate to admit this, feeling no pressure. I do not need this until some time before the TR3 is ready at FLAW. They are going to do the finish work and paint it to match the TR3’s cu\$tom color. There’s that word again!

(Continued on page 11)

(Continued from page 10)

As any of us who have restored LBCs know, there comes a point where one says to oneself, "What was I thinking?" Yes, hit that point a few weeks



ago. Time to get the real body panels ready to go, fit up the real rear deck, and so on. Just one problem. A lot of that stuff is up at FLAW, not in Wayne's man cave. So, a couple of days spent in NC brings those necessary parts home to SC. Now it is time to tear down American Tooling's mockup and get to work. That is when "What was I thinking?" hits!

This is where I give you my "Life is a four-letter word" speech. Along comes an interruption in the activities in that Frances (my wife) is hospitalized for several days. Frances came home a couple of days ago and "Big Sis" watched over Frances yesterday. It being well over 90 degrees, I got in about three hours of work in before surrendering. Yes, I was "banished" to the man cave by the ladies! Got some panels bolted together to visualize how the forward hinged front section will work out. Next actions will be:



- Mounting the real rear body section to the frame.
- Deciding whether to use full rear wings (fenders) incorporating the front apron or,



- Cutting the front wings and inner fenders down to mate with a shortened rear fender.
- Mating the forward hinging mechanism between frame and forward body section.



- Tearing everything back down after fitting up and converting surface rust to primer.
- Having the frame blasted and powder coated and then reassembly.

(Continued on page 12)

(Continued from page 11)

- Sound deadening the trailer interior (matting).
- Ordering up and installing the black trunk finish material.
- Trailing it up to FLAW for external body prep and paint.



There is a lot left to accomplish, and I will have starts, stops and head scratches along the balance of the journey. At the end of the day though, it will be “one of a kind.”

August Mystery Car? What is This?



July Mystery Car: A 1970 Trident Venturer



From Wikipedia

Their first car, the prototype **Clipper** convertible, was based on a prototype **TVR** model which had two seater **coupé** steel and aluminium bodywork styled by Englishman Trevor Frost and built in Italy by **Carrozzeria Fissore**.^[2] The TVR Trident Coupé was shown at the 1965 **Geneva Motor Show**.

Due to a financial crisis at the TVR company, the Trident project passed to one of their dealers, W.J. (Bill) Last, who created a separate Trident Cars company to manufacture it. The cars were at first fitted with **Ford** 4.7 litre V8 in a chassis that was a near copy of the one used on the **Austin-Healey 3000** and had similar styling to the TVR prototypes, but were made instead in **fibreglass**. The car was claimed to have a maximum speed of 150 mph (240 km/h) and a 0-60 mph time of 5 seconds. It was available as a complete car or in kit form. The cars were expensive, the kit version costing £1923.

The **Venturer** was announced in 1969 with similar bodywork and powered by a Ford 3 litre V6 but now on a lengthened (to 93 inches) **Triumph** TR6 chassis giving the car independent suspension all round by coil springs. In 1971 the car cost £2300 in kit form.

The engine problems and financial climate in the 1970s resulted in the company closing down in 1974. An attempt was made to restart production in 1976 but few cars were made before final closure in 1977.

Between 1967 and 1977 about 39 Clippers, 84 Venturers and 7 Tycoons were produced.

Click here for more information:

<https://www.bccwnc.org/autumn-in-the-mountains-car-show/>

22nd Annual Autumn in the Mountains, September 24, 2022



22nd annual autumn in the mountains.

The British and European automobile and motorcycle show
featuring the 60th anniversary of the MGB and the Triumph Spitfire.

September 24th 2022
9:00am to 3:30pm
Returning to:
Mills River Brewing Co.
336 Banner Farm Road,
Mills River, NC 28759



Showcasing cars and motorcycle brands "manufactured" in the British Isles and Europe
and featuring the 60th Anniversary of the MGB and Triumph Spitfire!

Saturday September 24, 2022, 9:00am-3:30pm

Returning to: Mills River Brewing Co., 336 Banner Farm Rd., Mills River, NC 28759

Pre-registration opens here July 15, 2022 and closes September 9, 2022.

First car registration will be \$30, second car and more will be \$25. Motorcycles will be \$20.
You will receive 5 Raffle Tickets – for cash prizes, a Dash Plaque and a pre-printed Windscreen Placard in your pre-registration packet.

Due to the success of the 2021 show, we strongly suggest that you pre-register.

We are limiting the total number of cars in a class to 40.

Day-of-Show registration and show field parking may be limited.



Secret Word:

Gaff

UK slang for Home

Click here for more information:
<https://www.atlantabritishcarfayre.com/>



2022 Atlanta
BRITISH
CAR FAYRE
And Motorcycles Too

21ST ANNUAL

- HOME
- VEHICLE REGISTRATION
- CAR BOOT SALE
- AREA MAP • CONTACT US
- FAYRE PHOTOS • VIDEOS

OVER 300 DISTINCTIVE BRITISH AUTOMOBILES & MOTORCYCLES!

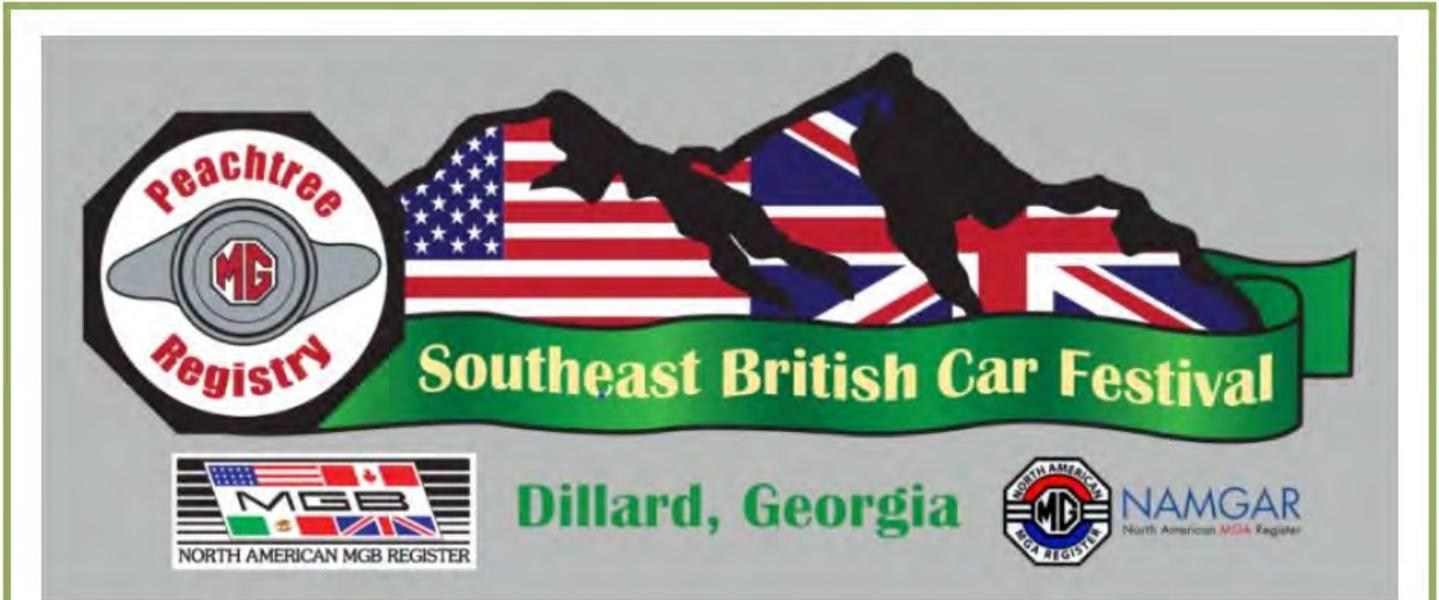
HISTORIC DOWNTOWN NORCROSS, GA



SATURDAY • SEPTEMBER 10, 2022 • 10 AM to 3 PM
2022 ONLINE REGISTRATION IS NOW OPEN!



Click here for more information:
<https://peachtreemg.com/Dillard-2022>



Dillard, Georgia-September 15-18, 2022

Registration is Now Open!!

[Click here to Register Online](#)

(See Attachments below for Paper Registration form & other information.)



Next Charlotte AutoFair September 8th - 10th, 2022



MYRTLE BEACH BRITFEST

The 9th Annual Myrtle Beach BRITFEST Car Show will be held in Myrtle Beach, South Carolina on Saturday, October 1, 2022.

Myrtle Beach BRITFEST is the area's largest British car show, held in one of the best resort areas on the East Coast! We have room for British cars and motorcycles of every kind, including yours!

Come and enjoy a British car extravaganza and celebrate Octoberfest in the balmy warmth of autumn at the beach.

More information and a registration flyer will become available at GrandStrandBritishCarClub.com as the date nears.



The British Car Club of Charleston
Proudly Presents
The 37th Annual BRITISH CAR DAY

Featuring Special Spotlight Marriages

SATURDAY OCT 29 2022
Palmetto Islands County Park

Free to the public, 11AM - 3PM, with park entrance fee.
For information and car registration visit www.BritishCarClubCharleston.com

See the Moss Motors Event Calendar here for a more complete listing of car events

<https://mossmotoring.com/event-calendar/>

See the Just British Online Motoring Magazine Event Calendar here for a more complete listing of car events

<https://justbritish.com/calendar/list/>

How do I Contact the Membership?

- As a paying member, YOU have the ability to contact everyone.
- From your membership email address send to FBCCemail@googlegroups.com and all members will receive it.
- Please take time to note when you reply that each email system is different.
- "Reply All" will send your response back to the entire membership.
- "Reply" sends to ONLY the initiator.
- If you change your email address, please let Scott McCombe know at notanmg@gmail.com so you continue to receive all club emails and The Open Bonnet.
- Secondly, email and home addresses are posted in the members only part of the FBCC website
<https://fbccsc.org/membership-login/>

CLASSIFIEDS

Classified ads and posting products or services is FREE for any paid member. Advertise most anything car related within reason. Contact an FBCC officer or the newsletter editor at notanmg@gmail.com.

For FREE - 1969 to 1972 Triumph Front Bumper.

I have replaced my bumpers on my 71 TR6 and have a front bumper (has a dent) it's free. If interested contact me at: s5rus0479@gmail.com

For Sale - Veloce Carcoon

I recently bought a Carcoon to store my A coupe but after one "inflate", the wifey has given me other marching orders.

Before I list it on various sites, wanted to pass it along and see if Club Members had any interest. If you're unfamiliar with Carcoon, it's a drive in/out automobile storage system with active airflow that protects against weather, rust/corrosion, rodents, etc. Always in high demand with limited stock.



https://shop.carcoonamerica.com/store/p8/Indoor_Veloce_Carcoon.html

<https://www.carcoon.com/product-vehicle/indoor/indoor-veloce-carcoon/>

The system and all components included. Paid \$1,450, asking \$1,350 so a \$100 discount and immediate delivery to any takers. Feel free to email Matthew Newton at matthewenewton@gmail.com or call/text at 864-423-0941.

For Sale - Shop Items - All like new

Central Machine 8" Bench Grinder Model SI-1748 on pedestal. Comes with new grinding and polishing wheels. \$65. Small Cut-off Saw, JIG 160 \$20.
Jim Dunkel, Pendleton, SC dunkeljames@gmail.com
864-633-6470

For Sale - 1976 MGB

Excellent show-ready 1976 MGB Roadster with like-new convertible top and factory hardtop.

67,000 miles from new. Red with black interior, tonneau cover and carpeted boot.

Detailed engine compartment; twin SU's; overdrive. 15" wheels with recent tires.

Fully serviced. \$11,500. Call to take a test drive!

Jim Dunkel, Pendleton, SC dunkeljames@gmail.com
864-633-6470



For Sale - 2007 Jaguar XJ8 REDUCED PRICE

Excellent exterior and interior condition. White with biscuit interior. 150,000 miles.

Full service history, maintained by Jaguar mechanic. Sunroof sealed due to leak and does not open. No other defects. Great daily driver. Recently serviced. \$7900.

Jim Dunkel, Pendleton, SC dunkeljames@gmail.com
864-633-6470



For Sale - Lotus Europa, Midget, and XJ6 Parts

If anyone is looking for parts for a Jag XJ6C or Mk2 I am going to be parting out a couple of cars. I also have some Lotus Europa S2 parts and MG midget parts. Peter Morton peter@nobudgetracing.com

Wanted - TR3 Seats

I'm looking for a set of seats and other parts for my 57' TR3 project. I'm fine if they are something that need to be rebuilt. Peter Morton peter@nobudgetracing.com

Wanted - ARE YOU NEEDING AN LBC PART?

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For FREE - WANT TO GIVE AWAY SOMETHING?

For Sale - Car Trim & TD Hub Caps

Five classic car tire/rim protectors and five MG-TD hub caps with medallions. A few blemishes from curb interactions, but generally all are in very respectable condition. Moss Motors (#200-240) asks \$49.99 for a new hub cap with medallions, they don't offer tire/rim protectors in their catalog. Will sell all 10 pieces for \$250. If more information is needed, email Bob Moran at ramoran206@gmail.com



For Sale - Oil Pressure/Temp Gauge

Smiths oil pressure / temperature gauge. Like new! Installed it on my car and didn't like the look and the temp capillary tube under the bonnet \$95.00
Contact Mark Riesch
mark.riesch@yahoo.com



For Sale - Oil Pressure/Temp Gauge

Spitfire wheels, 13 x 6 3.75" bolt pattern, Professionally refurbished, stripped, powder coated, clear coat, These were sold under the Carroll Shelby name, They are the Real Deal, 3/8 lug nuts and modified center caps. \$950.00. They are just a little to wide to fit under the rear on my Vitesse. Contact Mark Riesch at mark.riesch@yahoo.com



FOR SALE - FBCC Grill Badges

The FBCC just received a new supply of beautiful professionally made grill badges. These badges have two screws on the back plate which can accommodate almost any



grill configuration. They are available for \$20 each and may be picked up at one of our monthly meetings. Please contact Mike Barefield 864-313-7377.

FBCC Open Garage Tech Sessions We're Back at Jack's Place!!!

Generally, the FBCC garage is open at 9am on the third Saturday of each month. If you would like to put your car on the lift, need some help with some mechanical issue, or just want to hang out, come and join us. An FBCC Safety Supervisor (wearing the orange vest) will be responsible for notifying the general membership and identifying if a specific activity will take place on that day, opening the shop and closing it down, and making certain that the proper safety procedures are followed.

The FBCC encourages its members to become garage certified so that they may take advantage of this facility 24/7 and at their own convenience. Being garage certified will not necessitate that you be responsible for open garage Saturdays. Guests are always welcome to enjoy the fun, but the FBCC must limit the garage use to member cars only.

Come visit us!

We really do know how to use both our two-post and four-post lifts at the club garage. Thanks to Dennis Griffin for this "wrong-way" picture. The FBCC has a fully equipped garage with equipment for member to use with their vehicles, classic or personal. Watch Google Group emails for the next open garage.



Monthly Safety Supervisors 2021
Jack's Place, 617 Poinsett Highway (Rt. 276)

Month	Supervisor	Phone
January 15, 2022	Mike Barefield	864-313-7377
February 19, 2022	Tom Buto	864-915-0964
March 19, 2022	Scott McCombe	804-519-4018
April 16, 2022	David Benson	864-483-2394
May 21, 2022	Tom Buto	864-915-0964
June 18, 2022	Bob Moore	631-848-3114
July 16, 2022	Roy Scharwachter	864-380-3114
August 20, 2022	Mike Blair	864-354-2239
September 17, 2022	Eddie Saunders	864-787-8787
October 15, 2022	Curtis Orłowski	<u>262-684-3567</u>
November 19, 2022	Jud Chapin	864-616-8079
December 17 2022	TBD	

PRODUCTS & SERVICES

Advertisements for Product or Services in The Open Bonnet are free for current members. There is no charge for vendor advertisements when special discounts and offerings are applied to club member purchases. Contact an FBCC officer or the newsletter editor at notanmg@gmail.com.

FINE LINE Auto Works, Ltd.

“Serving the Classic, Exotic, and Special Interest Collector Car Market Since 1973”

- Award Winning Restoration And Refinishing •
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Denny-Trask • Proprietor (828) 286-3348 • (828) 447-6022 Cell

PRO RACING ENGINES

1238 Crowe Creek Road
Six Mile. SC 29682
864-868-3005

john@proracingproducts.com



TR City Restorations



Alan Salvatore
864-252-5070
alsalvy@gmail.com

Sales
Parts
Service

959 Deyoung Road
Greer, SC 2965

Brad Penn Oil available at discounted price to FBCC

"In order to get FBCC pricing on Penn Grade Oil, make sure you identify yourself as an FBCC member when you call Shawn"



G.A.S. Racing Inc. - Shawn Morrow
(864) 958-1640 gasracinginc@gmail.com

John's British Classics

864-872-2424

Discounted parts offer for FBCC Members Only.

NAPA & O'Reilly's FBCC Club Discounts on Purchases

This "Garage Discount" will allow FBCC members to receive the same discount as a commercial garages. The amount of the discount is based on the item purchased. Tell the counter person you are with Foothills British Car Club. The account number for NAPA is 4596, and for O'Reilly's is 3170414 . This is for cash or credit card purchases. Napa offers the discount for CORP. NAPA Stores nationwide. Napa franchise owner stores may accept this agreement. Please contact Mike Barefield at 864-313-7377 if you have questions.



Carolina Driveline, Inc.

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(864) 597-1916
www.CarolinaDriveline.com

The Open Bonnet

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Karen McCombe, Proofreader
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(804) 519-4018

The FBCC Newsletter appreciates all submitted material for publication. However, neither its editors nor the FBCC accepts responsibility for content accuracy or problems resulting from following suggestions included herein.

Articles may be submitted in person, by snail mail, or by email.

Raffle Tickets

During our Monthly Meeting you could be the next lucky 50/50 raffle winner. Tickets are \$1.00 but you can receive an additional FREE TICKETS when you:

- 1) Wear your Name Tag,
- 2) Drive a British Car, or
- 3) Know The Open Bonnet Secret Word

Join the Foothills British Car Club

It's easy. Fill out a membership form found at www.fbccsc.org and submit electronically, or mail to the address below. Members receive this monthly newsletter and club emails through the FBCC Google Group, advertise car stuff for free, and have access to a well-furnished 2-bay service station garage affectionately called "Jack's Place". All this for an annual fee of \$30.

FBCC

c/o Tom Buto, Treasurer
103 Croft Street
Greenville, SC 29609

Order Your FBCC Personal Name Tag(s)

The FBCC has a strong commitment to knowing the names of its members. You may order an engraved magnetic name tag for \$11 each. Send forms to the Tom Buto at butot@bellsouth.net or mail to 103 Croft St. Greenville, SC 29609. Since these do not use pins, they are suitable for casual and formal wear. Printed nametags and lanyards are available at no charge should that be your preference.



FBCC Nametag Order Form

Nametags cost \$11 each and are 1 1/2 inches x 3 inches

20 Characters total max per tag

First Nametag

Line One _____

Line Two _____

Line Three _____

Second Nametag

Line One _____

Line Two _____

Line Three _____

Paid: \$ _____ Check \$ _____ Cash

2022 FBCC Officers

President	Charles Blakely	864-934-1295
Vice President	Mark Dawley	864-723-2238
Secretary	Nigel Brooks	864-4589733
Treasurer	Tom Buto	864-915-0964
Board Member	Roy Scharwachter	631-848-0377
Board Member	Mike Schindler	909-556-0794
Board Member	Mike Barefield	864-313-7377
Board Member	Wayne Telman	864-634-1344
Advisor	Eddie Sauders	864-787-8787
Advisor	John Sharpe	864-934-6436
Advisor-Past President	Terry Jackson	248-880-9573
Garage Foreman	Tom Buto	864-915-0964
Website Manager	Al Converse	585-739-1035
Communications Coordinator	Scott McCombe	804-519-4018



Calendar of Events

Aug. 2022				
13	Cars & Coffee @ Easley (2nd Saturday of the month)	SAT	https://www.facebook.com/CarsAndCoffeeEasley/	864-634-1344
9	FBCC Monthly Mtg Silver Bay Seafood – Simpsonville, 29681 – Note New Start Time 6:30pm	TUES	Charlie Blakely (blakely.charlie@gmail.com)	864-934-1295
20	Jack's Place Open Garage (9am)	SAT	Mike Blair (blair.chemlk@gmail.com)	864-354-2239
23	Cars & Coffee @ Michelin (4th Saturday of the Month)	SAT	https://www.facebook.com/CarsCoffeeUpstate/	
Sep 2022				
8-10	AACA Fall Auto Fair, Charlotte, NC	THUR-SAT	https://www.charlotte-autofair.com/	
10	Cars & Coffee @ Easley (2nd Saturday of the month)	SAT	https://www.facebook.com/CarsAndCoffeeEasley/	
10	Autolawn, Hickory, NC (featured - Volvo)	SAT	http://www.theautolawn.com/	
10	Atlanta British Car Fayre, Norcross, GA	SAT	https://www.atlantabritishcarfayre.com/home-1.html	
13	FBCC Monthly Mtg Silver Bay Seafood – Simpsonville, 29681 – Note New Start Time 6:30pm	TUES	Charlie Blakely (blakely.charlie@gmail.com)	864-934-1295
15-18	Southeast British Car Festival, Dillard, GA	WED - SAT	Peachtree Registry https://justbritish.com/organizer/peachtree-mg-registry/	
18	FBCC Open Garage (9am) 617 Poinsett Hwy (276)	SAT	Eddie Saunders	864-787-8787
24	Autumn in the Mountains, Mills River Brewing Co. NC BCCWNC	SAT	https://www.bccwnc.org/autumn-in-the-mountains-car-show/	
24	Cars & Coffee @ Michelin (4th Saturday of the Month)	SAT	https://www.facebook.com/CarsCoffeeUpstate/	